INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1. a report on the Unicov Machine Works National Enterprise (Unicovske strojirny n.p.), formerly known as the Unicov plant of the V.I. Lenin Works, Pilsen, located northeast of Unicov (N 49-46, E 17-08). The report includes a map sketch, with legend, showing the exact location and layout of the plant.

2. According to this report, the plant, employing about 1,500 persons, manufactures diesel Skoda-500-type dredges (or power shovels) and steam Skoda-1200-type dredges (or power shovels), and portal cranes. The plant reportedly also manufactures smaller machine components for other plants in Czechoslovakia and for the USSR. The report includes brief descriptions, as well as drawings, without legends, of the Skoda-500-type dredge (or power shovel) and portal cranes.

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January 2, 1956

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The UNICOVSKE STROJIRNY (Unicov Machine Works), nat. corporation.

Date of observation: up to 1955.

1. History of the plant:

Construction of this plant began between 1947-49 as a Branche enterprise of the Plzen SKODA Works. Until 1952 the plant was called The Skoda Plant of Unicov. After that it was renamed the Plant of V.I.LENIN- Unicov Machine Works- Plant Unicov.

2. Production in the new enterprise started to some extent in 1950, but it is being constantly improved and new constructions are still in progress.

3. Location:

The plant lies North-East of Unicov and north of the community of Brnicko.

The southern boundary of the plant is formed by the sinlge track railroad from Unicov to Strenberk and Olomouc.

Along the west runs the highway Brnicko - Dolni Sukolom. In the southweat conner of the plant is a brick factory, which lies near the intersection of the above road and ralroad.

To the north and east of the plant lie fields.

4. along the above railroad line the plant extends 800-900 meters from east to eest. The north-south diameter of the site is about 400-450 meters long.

4. Communications:

Access to the plant is over a new road (1) branching off the above Brnicko- Dol. Sukolom road, about 20 meters south of the railway track. Until the track, the road is blacktop, and then crossed the tracks by a level crossing with gates. Some 20 meters further on, is the main gate to the plant. (2)

5. Fences:

The west side of the plant is enclosed by the outer wall of buildings. Along the railroad tracks there is a masonrly wall, 2.5 meters high, and the two other sides are enclosed by a wire mesh fence. (3)

6. Employees:

These number about 1,500, including administrative workers. There are only 10-20% women employees, and these are a most entirely in administrative

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jobs. Perhaps 50% of the workers are skilled experts, who have previously worked ij similar industries. They were brought here mostly from other enterprises. The rest are workers who have been reassigned to this plant from other occupations. The avergae skill of workers is nevertheless not bad, as great emphasis is being placed on training of employees. Workers live in UNICOV, LITOVEL and the surrounding rural areas.

7. Performance:

The plant works three shifts, but only the day shift is manned fully. The night shift is only 50% of the day shift. Production figures were generally speaking in the vicinity of 100% of the Plan. Never much more and seldom less.

8. Output:

The plant manufactures machinery, especially heavy machinery and roadbuilding equipment.

9. A basic product are dredges, type SKODA 500 with Diesel engines, type R 706. Also steam dregdes, type SKODA 1200.

10. Another item are Portal-Cranes, according to orders. None of these are smaller than 75 tons capacity.

11. The plant manufactures on established assembly lines various smaller machine components for other plants in Czechoslovakia, especially for the Lenin Works (Skoda Works). These consist, among others, of several types of large diameter gears (100 to 200 centimeter Ø) and various types of shafts of 30 to 40 centimeters diameter and weighing 800 to 1,000 kilograms.

12. There are also assembly lime productions of various smaller machine parts for the USSR. These are mostly parts for tractors, for bulldozers, excavating machinery, etc.

13. Some types of automatic interruptor switches are also being produced.

(for details of some of these products see further down).

14. Power:

This is supplied by the Severomoravske Elektrarne (SME)- Northmoravian Power Works-- and supplies were adequate. Up to the time of observation, i.e. through 1954 there were never any power cuts in the plant, but the adjoining town of Unicov was left without power twice weekly. 25X1 25X1

15. Personnel:

Plant manager: Ladislav PLECHA, a "worker-manager",

Soviet represetative: fnu KRUTIKOV.

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Transpportation officer(rail and road): fnu STRAKA, [redacted]

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Deputy of the above: Karel MTKA. [redacted]

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Description of some products:

15. Dredger/ the report uses this expression, but the item seems more like a Power Shovel/, type SKODA 500:
(See attached diagram)

It is powered by a type R 706 Diesel motor. The cabin measures 6½ meters by 3 meters and is 4 m. high overall. The catarpillar treads are 40 cm. wide and are driven only by one driving wheel. Needs only one man to operate. The shovel measures about one cubic meter.
Monthly output: 4 to 5 of these machines. All shipped to the USSR.

16. Steam dredger /power shovel/ SKODA 1200.

This machine looks very much like the above Diesel powered model, but is about half again as big. The actual shovel is of about the same side, but opens at the bottom. One or two of these pieces of equipment is being manufactured per month. Output is destined for the USSR.

17. PORTAL Cranes:
(see attached diagram)

All cranes produced here are of capacities exceeding 75 tons. The crane is attached to an undercarriage which moves along normal railroad gage rails and rests on hydraulic pistons. The carrying arms are double, and ech one has four wheels. power is electric.
The cranes are 20 meters high, internal span 10 meters. Capadity may exceed 120 tons. Operation is fully automatic.
These cranes have universal hooks and elektromagnetic ones. Lifting of the entire crane is done hydraulically and the reach of lift can vary up to 2½ meters, according to construction. The cabin is between the two carrying arms.
No more than 2 such cranes are being manufactured annually. They all go to the USSR.(Products of the plant, whether cranes or otherwise, are shipped away with addresses in Moscow or other cities in the USSR.)

18. Description of tha plant:
(see attached map).

(4) Gatekeeper's lodge, fire-house, garages, stores of motors and sick-bay.

(5) Railway stop, built for the plant. The witing room for passengers is built into the plant wall/ Also "Pramen" food stores, and bicykle sheds.

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(6) Plant caffeteria. 24-hour service.

(7) Assembly hall II.
About 150 meters form the tracks. Ferro-conrete structure, 55 by 75 mete 15 m. high with glass roof. Along it runs a narrow, 3-storey building containing offices and auxiliary space.
Inside this hall are all types of machine tools used in preparing products for Hall III.

(8) Area between tracks and Hall II. is used as storage space for metal girders. It is bridged by a mobile crane, 65-to 75 tons capacity, electric.

(9) Assembly hall III. Identical with hall II. except that the adjoining office building is along its south side. The area between the two halls serves as storage space for building material.
Inside this hall products are being assembled and heavy pieces of machinery which are to be shipped to other plants (gears,shafts) are being semi-finished. Both halls are painet dark grey.

(10) Space between hall III and fence used for storage of castings and heavy metal girders. Crane similar to (8)

(11) Two temporary wodden huts: incoming materials and stores.

(12) Fuel dump. Two underground fuel tanks, and masonry building for oil, etc.

(13) Four small masonry buildings containing tinsmiths' shop, offices of auxiliary personnel, such as road maintenance crews, building crews etc. And their stores.

(14) Assembly hall I. Smaller than halls II and III. 100 by 30 meters and 10 meters high, of ferroconcrete construction. Along the east side a twostory building (narrow) with stores and workshops. Along the north side a threestory building containing offices of the plant accountancy. Inside the hall materials are being worked by hand, preparatory to further machining: stell plate, wheels, undercarriages for power shovels, etc.

(15) Storage space for steel, plates, wheels, etc. Crane similar to previously mentioned two storage areas.

(16) Main stores. Materials and tools in a masonry, ground-floor building.

(17) Boiler-House. Ferroconcrete building, 3-storey building, 15 by 15 m. with not very large chimney.

(18) Network of paved internal roads, 9 meters wide.

(19) R.R. tracks, running to all buildings inside plant and leading to main line.

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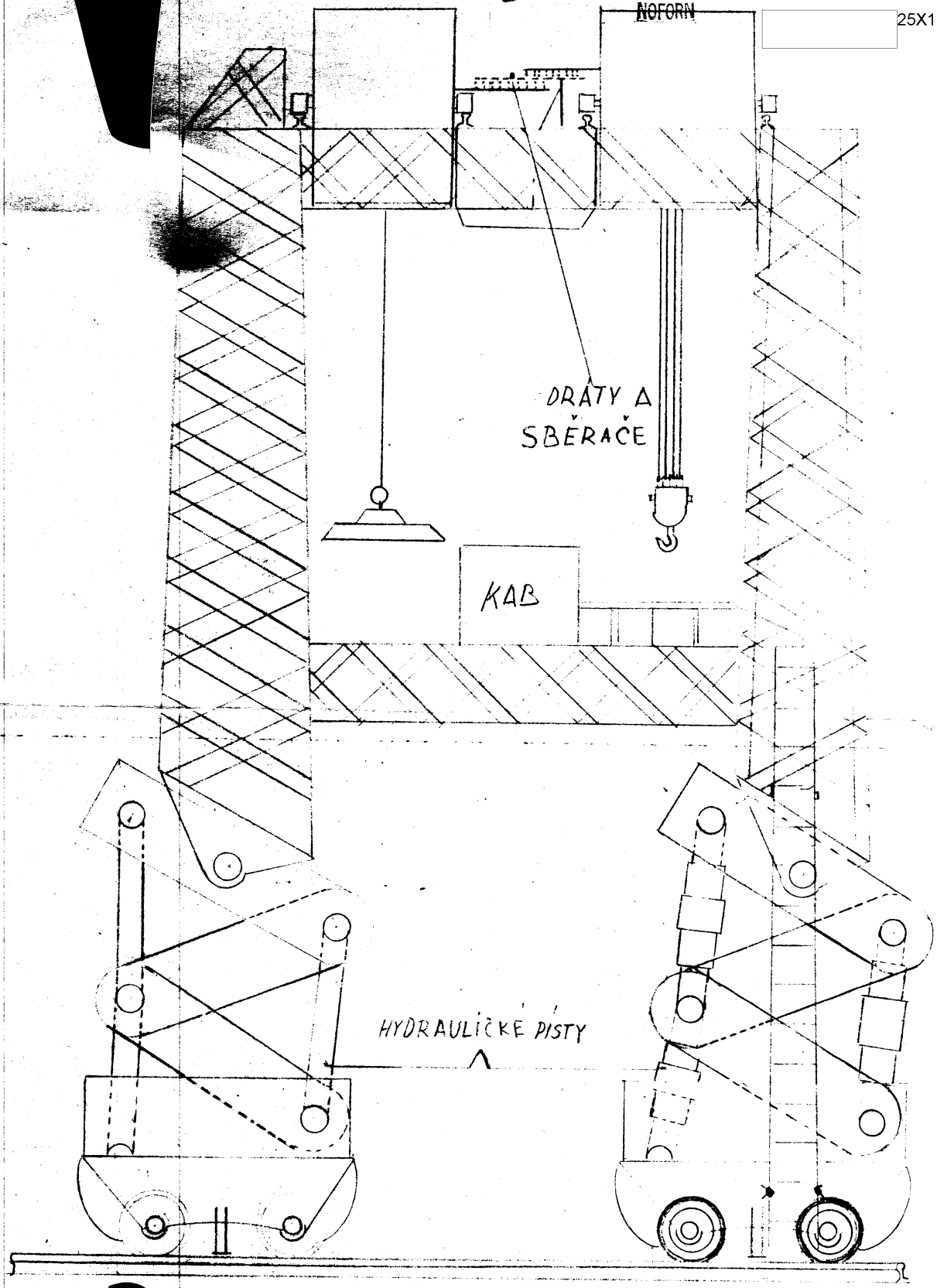

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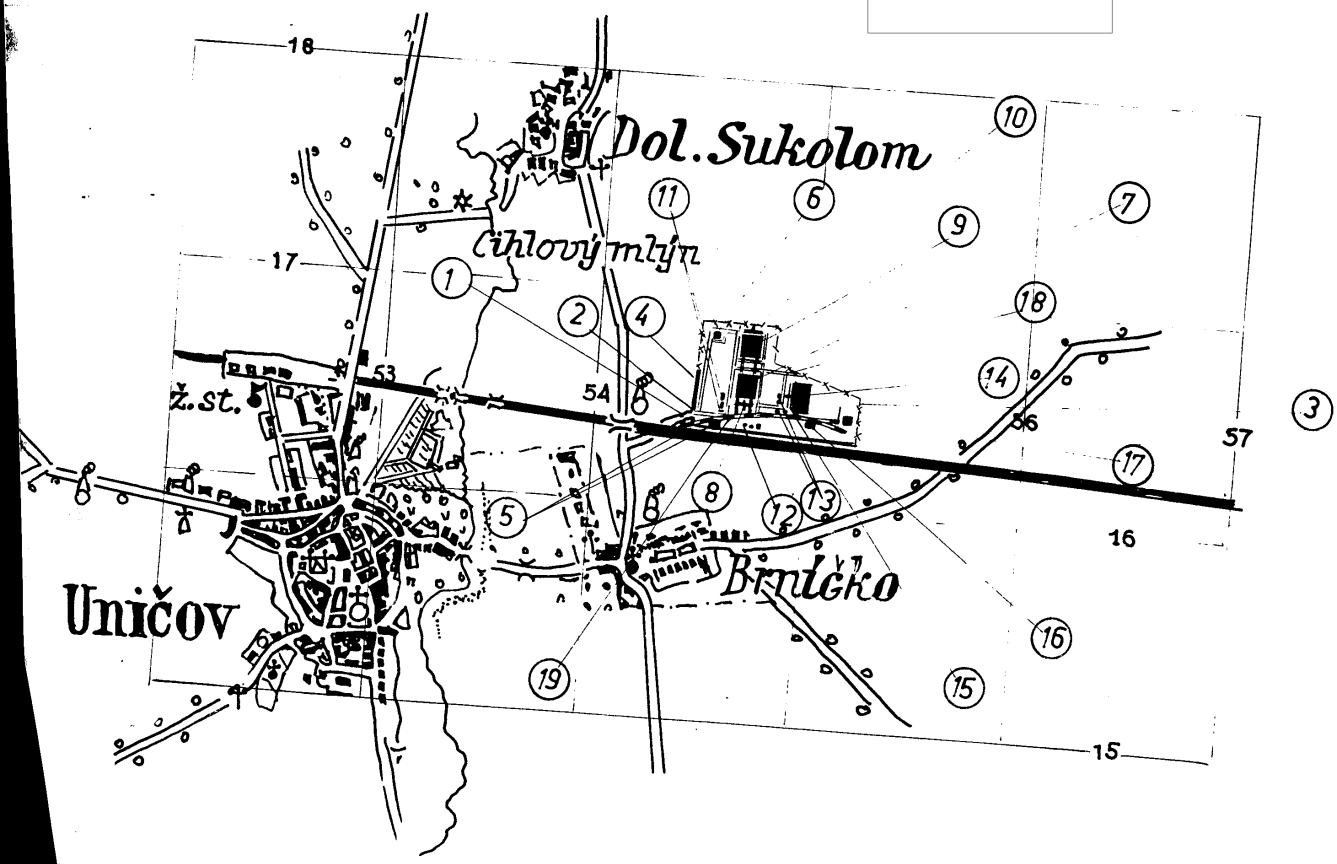

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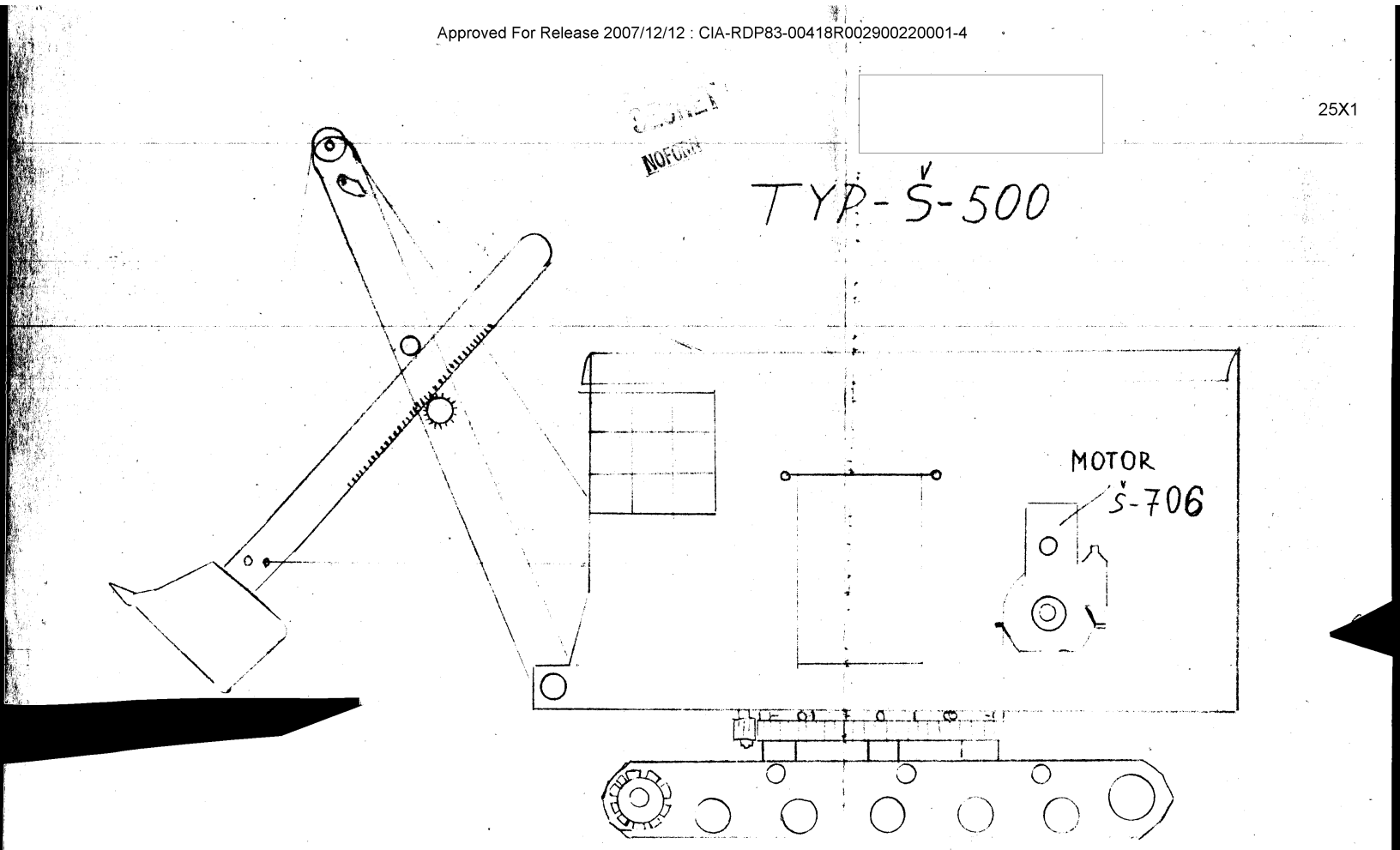

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